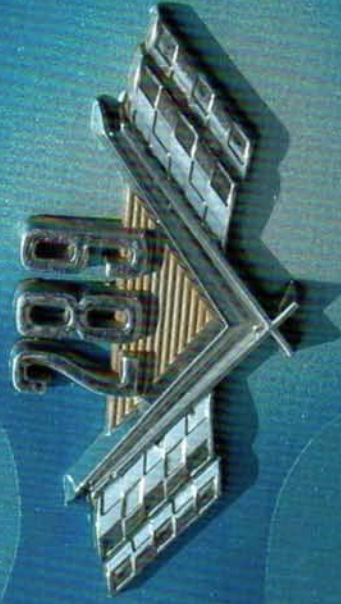


The National *Falcon* News



The Monthly Magazine of The Falcon Club of America
January 2014

2013 FCA National Convention Winners

January 2014

COVER: 2013 FCA NATIONAL MEET

The 2013 Tulsa National Meet featured a high caliber of Falcons. See some of the winners starting on page 12. Note: If you attend Nationals, please make sure and get your Falcon photographed so you can be included—whether you win or not!

Do you think your Falcon should be on the cover? Send a high resolution digital photo (300 dpi at 8 x 10 inches) to the Editor. Send multiple photos and stories on a CD or DVD.



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CORRECTION

Third Coast Chapter

The Third Coast Chapter (Houston, Texas area) was inadvertently omitted from the map in the November 2013 Chapter Issue. It is included in the chapter descriptions and boundaries on page 14 of the same issue. Editor regrets the error.

One of the Third Coast chapter members, Todd Gaudlin (FCA #12213), won the 50/50 pot in Tulsa to the tune of \$650 and donated it to the 2014 Nationals! What a guy!

Thanks, Todd.

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: fca.editor@yahoo.com. No phone calls or faxes for Falcon Club business, please.

We’ve had reports from people who have had the experience of opening their garage door and being assaulted by the strong smell of gasoline. Their first impulse was to check if gas was leaking from the vintage muscle car or street rod parked there. The gasoline odor seemed strong enough to cause worry about a potential explosion.

After opening the hood, checking the carburetor, fuel pump, fuel filter, rubber fuel lines, and then moving back to the gas tank, no leak sources could be found. The next step toward solving the problem involved disconnecting the line from the fuel pump to the carburetor. Again, no obvious leaks and further examination revealed that the hose appeared to be letting fuel vapors pass right through its walls. The exterior of the hose felt moist and a finger rubbed along its length smelled strongly of gasoline. This phenomenon is called permeation, and its presence absolutely rules out the use of common rubber fuel lines in any modern hot rod application.

Vapor permeation, as it is officially termed, happens because today’s unleaded pump gas, with myriad additives, creates vapors that can eventually pass right through the walls of rubber fuel hose. Permeation could involve older vintage street rods, muscle cars, and trucks where standard fuel hose or high performance stainless braided rubber hose was installed originally when pumped gas was not as unfriendly to rubber as it is today. Many of these hoses have now been on the cars for several years and could cause some severe permeation issues.

Most modern, unleaded fuels are blended with 10% ethanol along with countless additives and harsh detergents to keep fuel injectors clean and emission levels down. There are at least 23 different blends of gasoline being sold in the United States so it’s

impossible to know what fuel is coming out the pump at any given time, or how it’s affecting the fuel hose. One thing is for sure, the pump gas of today is harmful to the old nitrile rubber fuel—SAE 30137—hose, originally rated for low-pressure, up to 50 PSI, and used on every passenger car and truck into the 1980s. Even many high performance braided stainless reinforced hoses use nitrile and are subject to the same deterioration and permeation rate, passing 30 times more hydro-carbons than SAE 30R9 fuel injection hose. This is especially true when the fuel stagnates in the hose for a long period of time like it does in seldom driven street rods or muscle cars.

Availability of replacements for old stock factory nitrile rubber hose is limited. The only hose replacement found is the fuel injection—SAE 30R9—hose, readily available, and suitable replacement hose at a modest cost. These hoses retain the stock factory look but are chemically engineered for modern unleaded pump gas, and E85 fuels. Be careful of lower cost, so-called budget brands. Hoses manufactured “across the pond” may look the same as USA made stainless steel braided hose, but without the Society of Automotive Engineers (SAE) in place to monitor standards, the stainless steel braid may not be bonded or extruded correctly through the rubber, the hose bore may not be concentric or of even thickness which will eventually result in vapor permeation, not to mention ballooning and leakage or failure, especially at the fittings.



These days it’s difficult to tell just where any aftermarket hoses are really manufactured. There are numerous private label brands on the market. Carefully research each hose product before making any purchases. Most companies have recommended I.D. and O.D hose specifications and these are important when purchasing the correct hose ends. Spending less now might hurt your pocketbook later.

Almost all of the manufacturers we contacted are either making permeation proof hose or working on development of some. All highly recommended the use of Teflon® (PTFE) hose to be sure of eliminating the permeation problem. Although not as flexible as rubber hose, Teflon® hose definitely keeps vapors contained. Keep in mind that once any hose has been installed, preventative maintenance is the key to long term elimination of the vapor problem. Also, it might be wise, if storing a car for long periods of time, to purge the fuel system completely.

—Reprinted from the Golden Quill
Award winning *Peregrine Flyer*,
Mason Dixon Chapter newsletter
—Phil Barber, Editor

FORD/FALCON RACING HISTORY

RONNIE CRAWFORD

The photo on the back cover was taken at Victory Circle at the NHRA Nationals in Indianapolis in 1969. Back then, there were only five NHRA events a year, other than district events. They were The Winternationals at Pomona, The Gatornationals at Gainesville, The Springnationals at Bristol and later at Englishtown, The Summer Nationals, the Big Go at Indianapolis, and The World Finals in Tulsa, Oklahoma.

I don't remember exact times, but we usually ran 11:40-50s at 119-121 MPH on a 7 inch tire with our 427 drag cars. We ended up being in several classes over the years A/S, B/S, and C/S, due to different body styles, changes in class weight breaks, and carburetor changes, single four barrel and dual four barrel. We owned the NHRA National records, sometimes two at a time, simply by making an intake change, from single four barrel to dual four barrel or vice-versa. I

always wanted to put an automatic in, so that we could own more national records and carry the banner for Ford, but Tom was a four speed guy, and said "No." We were part of the famous Rod Shop team, located in Columbus Ohio. The cars were all owned and driven by Tom Schumacher.

All of us Ford teams, would pit in one area. Les Ritchey, Gas Ronda, Hubert and Houston Platt, Lyall, Brannan, Lawton, Bonner and Ed Terry were hanging out in the same pits. Many were known in the Ford circles, but not as legends, as they are now.

I remember one conversation with Les Ritchey in 1963. He showed up with two cars that year, a 1963 427, lightweight Galaxie, and a 1963 Falcon, 260, four speed, hardtop. It was red in color and he named it "Lil Red." Les always named his cars back

then. He went out there and won his class. I had a good conversation with him about his car modifications.

He said that all he did to the motor was cc the heads and give it a valve job. He said that he left the block alone. He probably had a close ratio T-10. That was



Les Ritchey in 1966

a good year for the new Ford Windsor engines. Lil Lord Fetus won its class, C

—Continued on page 24

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C4DZ-16005-B.....\$650.00ea
Fenders Require Freight Truck Shipping

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1964 Falcon
C3AZ-6243720-A...\$27.00

1965-66 Falcon
D0AZ-6243720-A...\$37.00

1963-65 Falcon 2 dr hardtop
C3DZ-6351222-PR. \$250.00pr

1963-65 Falcon 2 dr hardtop / convertible
C3DZ-7620530-PR. \$100.00pr

1960-65 Falcon 2 dr sedan / 2 dr wagon
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Classified Advertising

HOW TO ADVERTISE IN THE NATIONAL FALCON NEWS

Email your classified ads to: fca.editor@yahoo.com

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time saver and much appreciated. Please use dollar signs! (\$).

Make your ad look like this:

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

Not like this:

* 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,excellent glass and trim. \$ 2000.00 o .b .o . Call Joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastern Pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10 each. Ads with photo are \$20 and will run for two months. Please keep the text close to 50 words. Ads over 50 words may be edited for length. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested. All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10 each. Ads must follow the same guidelines as member ads. Photo ads are an additional \$20. Payment must accompany the ad, with check payable to the Falcon Club of America.

All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS! If you have Internet access, please email ads to fca.editor@yahoo.com. If you send your ad by snail mail and include an email address, the ad will run but the email address will not. Please email your ad to insure that the email address is included with your ad. Photos may be emailed and payment mailed to the address above. Ads must be received by the 20th of the month two months before publication. (July 20 for September issue) The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

NOTE NEW DEADLINES!

Classified Ad deadlines are now the 20th of the month two months preceding publication (Feb. 20 for April issue). Please send your ads and photos by email if possible.

fca.editor@yahoo.com

FALCONS FOR SALE



1966 Falcon Futura. Gold with gold upholstered interior. Rust free. Six cylinder 200 engine, automatic transmission. Factory A/C. 126,000 original miles. Same owner for 40 years. Stored indoors for past 10 years. Perfect condition, drive anywhere. Asking \$9,500 OBO. John, 954-467-8371, marlene@prosje.com. FL.

1966 Ranchero, white, mild custom. White two tone paint, Gunmetal Grey and White. Custom interior Gray Tweed with Black Trim. Engine is a 351/4V, modified. Rhino bed liner. Wheels upgraded. Undercarriage solid and restored, engine restored, minor dirt and grime, engine compartment, restored and solid. No excessive leaks in drive line. Solid and restored. Classified as a #2 vehicle. Recent appraisal finds interior above average, exterior excellent, engine condition above average. \$25,000 OBO. Wilma Miles, 405-659-0211 or 405-478-1550. OKC.

1965 Falcon two door sedan, partially restored. 170, three speed automatic. Black paint, turquoise interior, super clean New Mexico car. Runs great. Newer paint and rubber. New headliner, bucket seats with original back seat. Spare 200 cu. in. engine. \$3200. Michael Fricken, 505-301-7210. NM.

1965 Falcon Futura convertible, taken apart for restoration. Correct 289 V8 four speed. It is 90% complete. Easy restoration. Many new parts, including tires. 1965 Futura two door sedan comes with it. It is complete. Both cars, \$4000 OBO. Douglas, 575-478-2274 or canoenut46@hotmail.com. NM.

1965 Falcon Hardtop for Sale: 200 "6," C-4 auto. Refurbished 20 or so years ago, darkish blue outside, silver blue inside. Good runner, excellent body, but needs paint, serviceable interior. Complete new exhaust, brake work, sway bar, frame connector, excellent grille and front bumper, many parts for upgrade and improvement. Clean title, we are second owners, needs to go to a good home. \$4995. Lenny Kellogg, lenkellogg@lpbroadband.net or 970-593-1964, CO.

1965 Ford Falcon Sprint. THIS IS THE FIRST SPRINT PRODUCED as documented in the November 1999 Falcon National News at the Lorain, OH plant! Four speed, built 302, Turquoise exterior/upholstery. All mechanics rebuilt approximately 15,000 miles ago. Crager SS mags. \$17,000 OBO. Melvin Smith, 478-836-2205 or msmith8253@aol.com. GA.

1965 Ford Falcon Futura, two door hardtop, teardrop fiberglass hood; I have original hood also. Body, interior and glass all in very good shape. 302 cubic inch engine, Edelbrock dual 4-600 CFM carbs, tunnel ram, Superstreet Fighter transmission. SS Craig wheels. Too many extras to list. Asking \$12,000. For pictures and further information email Don Rowe, falcon-rowe47@yahoo.com. OH.

1964 Ford Falcon Sprint. Four speed, built 302, Raven black exterior, Apache red upholstery. Rotisserie restored (over \$27,000) with pictures approximately 1000 miles ago, engine/transmission—NOS Hurst shifter/linkage, approx. 750 miles ago. New American torque thrust mags, tires, exhaust. \$22,000 OBO. Melvin Smith, 478 836-2205, or msmith8253@aol.com. GA.

—Continued on page 10

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President's Message: Cliff McKay

I suspect Christmas trees and holiday decorations have been taken down and stored away, and that those New Year's resolutions are nearly forgotten. Hope everyone had a great Christmas holiday with family and friends. I'm passing along my sincere wish to FCA members for the happiest of New Years too!

I figure by now a large majority of us have tucked away our Falcons for the winter—except of course those pesky Coasters like my nephew and his two Rancheros. Many of us will be working on major upgrades or overhauls or new project cars during these winter months. Always be sure to work safely on these projects; wear personal protection and work with friends when possible. If you need some assistance, there's no reason not to ask another Falcon buddy.

Sorry we were unable to get photos in the December newsletter due to a timing issue. Hopefully all our members will get to enjoy looking through the 2013 National photos in this FCA issue. Maybe some of those will spark an idea of some-thing special to upgrade your own bird.

This time of year is also a good time to start thinking about parts you need or want or parts to take to a Regional or National swap meet. Maybe a little cleaning and organizing of your workshop is overdue as well? I know my shop is still await-



ing TLC since moving into it last year. Many FCA local chapters often schedule garage parties and/or work sessions. I know I seem to keep more motivated and focused on doing jobs like that when I have a little help from my friends; I just have to figure out a sneaky way to get them to visit!

Please visit our FCA Club Store. We have a stock of shirts and hats to sell. If you have a suggestion for something you would like at the FCA store this year at the 2014 Nationals, please let Bonnie know and we'll consider it.

I highly recommend that you start planning to attend the 2014 National in Overland Park, Kansas hosted by the Mid America Chapter. Early registration really helps the chapters holding these events. Remember to get those hotel reservations soon too—that helps impress the hotel with how much business they are getting.

I also want to make sure that you know that the Northeast Chapter has officially been approved to host our 2015 National in Rhode Island. This should be another great event; they have had lots of experience hosting events. So mark your calendars and start planning and saving for this outstanding national event too.

Take care! Remember to have a safe winter and fun working projects as your local weather permits. Falcon On!

—Cliff McKay (FCA #7987)
Peck, Kansas



Ash short sleeved T with black and yellow FCA logo on left chest and three fender design on back in magenta, navy, yellow, cyan, white and black. \$19 S-XL, \$22 for 2XL-3XL

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Michael MacSems of The International Ford History Project has amassed quite a collection of Falcon Literature. This Frontenac station wagon, made in Canada is very rare.



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Classified Advertising

—Continued from page 7



1964 Futura two door hardtop. This car was originally a six cylinder car. A 1965 Comet donated all the V8 drive train and suspension. This has a 289 two barrel motor with power steering and runs good. It doesn't smoke or use oil. Included is the factory under dash AC unit and mounting brackets for the compressor. The motor has never been rebuilt and has about 85,000 miles on it. The transmission is a C-4. As far as we know it has never been rebuilt either. It shifts fine but when it sits for a month or two it will leak transmission fluid, but once driven it stops. The interior is decent. It has pleated seat covers from J. C. Whitney that are not correct Falcon seats but look nice. The interior is mostly white with black painted metal. The dash pad is black and new. The bumpers are painted metal. This car belongs to my father-in-law and he is parting with it for health reasons. It has only been driven about 1000 miles since it was done about four years ago. This is not a professional shop build but a garage built car. It is about a 7 point car that is very presentable and really gets attention. \$9500. Contact Tim Sutherland, 316-655-0697 or tim@sutherlandbuildersinc.com. KS.

Nice 1964 original Falcon Futura, two door hardtop coupe, six cyl. 170 cu. in. engine, automatic transmission, factory A/C. Engine, transmission and car totally restored at 100,000 miles. High #2 mint condition. Priced way below replace restore cost, a real bargain at \$8750. 817-573-3796. Photos available. TX.



1963 Falcon Futura convertible. Six cylinder 144, four speed, new tires. Red interior, bucket seats. 75,000 miles; restored about 10 years ago. Asking \$12,000. Don Heider, 908-783-3949. NJ.

1962 Falcon four door sedan. 75,000 original miles. Editor's daily driver for 12 years. Red with white top, grey interior vinyl/cloth. New engine and transmission in 2012. 144 CID automatic. Interior seats nice, floor mats. Headliner needs replacing. Glass and body very good and straight. Trunk mats. A solid running and driving car, for daily use. In the last 12 years, it has been driven 35,000 miles. \$4500. Contact Wendy by email at fca.editor@yahoo.com. KS.



1960 Falcon Ranchero. \$4500 OBO. For information about this car please call Al Fox at 707-321-0811. Or see my ad and more pictures on Craigslist classifieds. The car is in Windsor, California near Santa Rosa.

1960 Falcon with an automatic transmission. It is currently not running but does come with a spare engine. It is a coupe, blue in color. All the glass

is good and the body is good also. I would love to sell to someone who will appreciate my little car as much as I do. Renae Hagen, 406-431-5812 or bnhhd@yahoo.com. MT.

1965 Ford Falcon Sedan Delivery, \$4000. 1965 Ford Falcon Futura HT, \$1200. 1965 Ford Falcon Futura HT, \$600. 1968 Ford Falcon 2 door sedan, \$500. 1965 Ford Falcon 2 door HT, \$700. 1960 Comet two door V8, \$800. 1976 Ford Ranchero GT, \$7500. Call or email Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501 or dbranson@mail.win.org.

FALCONS WANTED

1969-1970 Falcon coupe, driver quality or better, must have good paint and no rust. Mechanical challenges OK. Stock or lightly modified, V8 preferred. Willing to travel for the right car for my 1969 model wife. Knowledgeable buyer with nice garage! 717-538-0474 or dvandtl@yahoo.com. PA.

Wanted: 1965 Sprint, manual transmission, 289, original car or correct restoration in terms of original color paint and interior. Distance no problem. Call Jerry, 336-765-8312 or email ww Whitfield@triad.rr.com. NC.

Wanted: 1960 Falcon in any condition with a serial number under 400, which would make it built in late 1959. I can pick up depending on location or have it shipped. If you have or know of one, please call me in Wichita, KS. I will not re-sell it. Bart Ott, 316-838-3399. KS.

Classified Advertising

PARTS FOR SALE



1964/1965 Comet/Falcon console. This console is in extremely great condition. The box has been repainted black. Was tan. The console box outside floor mounting holes have been repaired. It has a new aluminum change tray. The chrome around the change tray has been rechromed. The chrome which runs along the top of the box has been rechromed. The chrome end piece at the rear of the box is very nice. The 1/4" rectangular chrome trim on top of the lid looks great. The emblem on top of the lid is stainless steel and engraved (Mercury Comet) The lid rod looks new. The lid hinge to the console box has been anodized. The inside of the box has been flocked like it was when new from Ford. All of the hardware is new. The price is \$700 OBO. Wayne Lennox, 805-488-4568 or wlennox@roadrunner.com. CA.



Two very good Ford eight inch rear center sections. One is a 1965 and the other is a 1969. Both are #1 gear ratio. Both rebuilt with new bearings and seal. Both have 28 tooth axle gears. \$250 each + shipping. Ron Winkler, 775-356-7313. NV.

1964 Falcon parts: hardtop doors, fender, deck lid, new C-4 Coan tranny, big block clutch fan, clutch disc, clutch forks, carburetors, shifters (some Hurst), Motorsport aluminum valve covers (high rise), new 4.88 gears (two sets), headlight bezels, taillight bezels, Lemmans rods and pistons. Call Phil or Claudia 269-746-4385 or 269-369-5059. MI.

1964 Falcon driver's side front fender. Very good condition, no rust, no dents, good trim. \$225 + shipping. C4DZ-6210128-A passenger side rocker panel, \$250 + shipping. John, 413-527-8502. MA.

For sale: New 1962-63 Falcon floor metal from Dearborn Classics. All six pieces, \$325. Jerry Boganowski, 402-415-8874 or jbganowski@cox.net. NE.

—Continued on page 14

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2013 Tulsa Nationals

Class A: 1960-1963 Sedan Stock



1st Place

David Julian, 1963 two door



CW

Tammy Pope, 1960 two door



CW

Johnny Rice, 1961 two door

Class E: 1963 Hardtop



CW

Jay Bramble, 1963 two door

Chuck Baldwin, 1st Place — NPA



CW

Horst Ressedorf, 1963 two door

Bob Wolf, CW — NPA

Class J: 1964 Convertible



1st Place

Robbie Sutton, 1964 Convertible



CW

Camron Baker, 1964 Convertible

Daniel Haines, CW — NPA

Class B: 1964-1965 Sedan Stock



1st Place

Lamar Dixon, 1964 four door



CW

Tim Sutherland, 1965 Police Cruiser

Class HH: 1960-1967 Utilities Modified



1st Place

Tom McCool, Ranchero



CW

Phil Warren, 1968 Ranchero



CW

Carl Henderson, 1961 Ranchero

Jurgen Steinart, CW — NPA

Class GG: 1963-1965 Convertible Modified



1st Place

Don Mosley, 1965 Convertible



CW

Kent Whisenand, 1965 Convertible

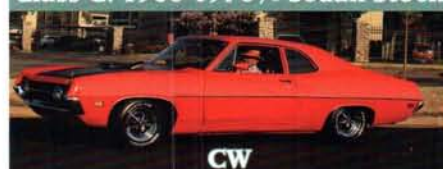


CW

Dale Whitehead, 1963 Convertible

Richard Volion, CW — NPA

Class C: 1966-1970½ Sedan Stock



CW

Roy Sword, 1970½ Sedan

Class D: 1966-1969 Sport Coupe Stock



1st Place

Owen Kaufman, Sport Coupe

Leon Grantham, CW — NPA

Class G: 1965 Hardtop



1st Place

Jimmy Kuban, 1965 Hardtop

Class Awards

Class X: 1963-1965 Convertible Diamond in the Rough



CW

Rick Dilks, 1963 Convertible



CW

Virginia Nordboe 1962 Convertible

Chris Slifko, 1st Place — NPA

Class K: 1965 Convertible



1st Place

Ron Mixon, 1964 Convertible



CW

Ed Dapore, 1964 Convertible

Rich McGovern, CW — NPA

Class AA: 1960-1970 1/2 Sedan Light Modified



1st Place

Chris Sword, 1964 two door



CW

Ron Talley, 1962 two door

Mike Eaves, CW — NPA

James Mason, CW — NPA

Class S: 1963-1965 Hardtop Daily Driver



CW

Gary Crawford, 1963 Hardtop



CW

David Morrison, 1964 Hardtop

Max Reeder, 1st Place — NPA

Richard Albert, CW — NPA

Class P: 1964-1966 Ranchero



1st Place

Leroy Akridge, 1964 Ranchero

Jim Boyer, CW — NPA

Class U: 1960-1967 Station Wagon Daily Driver



1st Place

Ron Brown, 1965 Squire Wagon



CW

John Saindon, Econoline



CW

Bryce Langley, 1961 Sedan Delivery

Tom Washburn, CW — NPA

Class T: 1963-1965 Convertible Daily Driver



CW

Clint Holder, 1963 Convertible



CW

William Warren, 1964 Convertible

Frank Freus, 1st Place — NPA

Dick Gunn, CW — NPA

Sonny Collinet, CW — NPA

Class R: 1960-1970 1/2 Daily Driver



CW

Jonathan Leslie, 1961 two door

Richard Albert, 1st Place — NPA

Patrick Varricchio, CW — NPA

Ron Van Kirk, CW — NPA

Rick Neeck, CW — NPA

Class EE: 1960-1970 1/2 Sedan Modified



1st Place

Ron Norris, 1962 two door



CW

Earl West, 1962 two door

Mike Ryan, CW — NPA

—Continued on page 16

Classified Advertising

—Continued from page 11

NOS parts: CODZ-3A130-A outer tie rod, \$35. CODZ-3352-B steering arm & bushing, \$75. CODR-7A039-B trans. ext. assembly, \$30. CODF-11654-C headlamp switch, \$45. CODF-7A217-A trans. control switch & wire assembly, \$15. CODZ-7210-B shift selector lever, \$55. Many more parts available. Keith Litteken, 314-351-1789 or kslitteken@aol.com. MO.

Original owner, original parts. Left over from drum to disc conversion. Like new mostly. Five 13" wheels with close to brand new tires, wire caps. \$120. Thirteen gallon gas tank, no leaks, \$65. Front brake set up, drums, backing plates and hardware, shoes, etc., \$40. Single pot MC (NOS Ford a couple of years ago) \$15. Located in Springfield, MO. Buyer needs to pick up or arrange for transport. Call Horst Ressedorf, 417.882.9911, or email h.ressedorf@mchsi.com. MO.

Falcon parts 1964/65: both doors for a Ranchero, \$100 ea. Ranchero V8 suspension parts, two spindles and drums, \$125. Many interior parts including a speedometer in good shape showing 30,000 miles, \$75. Original aerial, \$50. Differential for a 1964 six cylinder (4 lug) complete drum to drum, \$75. Some exterior trim. hey ranch@aol.com. MO.

C7D2-17260-A speedometer cable, NOS in box. Cable marked C6DF-17260-K8, \$50. C5DZ-2061-A right front wheel cylinder, 1960-70, 1 1/16 NOS, \$50. John Simone, 413-527-8502. MA.

NOS: 1960 grille, \$195, 1960 headlight doors, \$95 pair, 1961 grille, \$295, 1961 headlight doors, \$195 pair, 1962 grille, \$995, 1962 headlight doors, \$195 pair, 1960 deluxe wheel covers, 13" \$195

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set of 4, 1962: three Deluxe-Squire wheel covers, 13", \$195 for set of 4. Nice Used: Polished 1963 grille, \$595. Chromed and polished Ranchero bed trim; 1960-65 full set, \$650. Re-chromed interior windshield trim for hardtops and convertibles: three piece set, \$300-\$450 exchange. Station Wagon tailgate cranks, with serviced locks and new keys, 1960-70, \$150-250. 1964-65 Futura door badges, repainted, \$20 a pair. 13" wire spinner hubcaps, all grades, NOS, restored, good used, and driver quality. 14" wires spinners buffed, one set left. All prices are plus shipping. We have a 30+ year collection of Falcon and Comet parts, please call/email with your needs. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggs-garage.com. CO.

Two speed Fordomatic transmission, rebuilt at United Transmissions in Burlingame, CA. Have all receipts. Approximately 500 miles on rebuild. Bolts up to six cylinder, can deliver. Don Mangan, 650-787-4166. CA.

Large 35 year collection of good used parts for 1960 through 1969. Hoods, \$75 to \$110. Doors, \$50 to \$75. Chrome moldings, \$5 to \$25. Many body and chassis parts, too numerous to mention. Also some parts for 1963 thru 1965 Comets and Fairlanes. Complete Fiberglass front clip for 1960-61 Falcons—New \$650. For race cars. Held on with pins. Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501 or dbranson@mail.win.org.

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PARTS WANTED

Looking for a 1964 Falcon radio delete plate. Dick Harrington, dicksfalcon@yahoo.com. FL.

1964-65 Front and rear bumper brackets. Mark Korell at 443-786-1518 or Mark.Korell@yahoo.com. MD.

I need a set of half moon chrome mouldings in good shape that go on front fenders for 1961 Falcon. Jeff Schlink, 309-212-6528. IL.

1963 Falcon Deluxe two door wagon parts. They must be in excellent condition either NOS or used: front bumper, grille, h/l doors, park lamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc. Keith Litteken 314-480-2556 or kslitteken@aol.com. MO.

Trunk lid for 1965 Falcon Futura two door hardtop. Prefer no rust through holes. George Black, 386-325-9623 or geolaura11@hotmail.com. FL.

Wanted: A pair of Falcon Sprint HIPO exhaust manifolds. These manifolds were made several years ago exclusively for 1963, '64, and '65 V8 Falcons and not the exhaust manifolds used on HIPO Mustangs and Fairlanes. Contact Robert Storey at 803-513-0021 or rlstorey71@yahoo.com. SC.

1961 Falcon: I need a set of half moon chrome moldings that go on front fenders in good shape. Jeff, 309-212-6528 or Jeff_schlink@hotmail.com. IL.

MISCELLANEOUS WANTED

My name is Marc Veenhuis. I'm from Holland and I love cars as long as I can remember. I had six strokes (cerebral infarctions, CVA or other medical terms are used for this) so I am in a wheelchair most of the time. Between my physical treatments, I try to collect car emblems; this is not only a hobby but a kind of therapy too because it keeps my memory active when I try to remember car names and the cars they belong to. Maybe you have got some spare or slightly damaged car badges lying around. Just plastic or metal badges you cannot use anymore, I really would love to receive them for my collection, I will appreciate that very much. With kind regards and respect, I hope to hear from you soon. Marc Veenhuis, Boomgaard 10, 7021 KZ Velswijk - Zelhem, The Netherlands. Email Carnut8@hetnet.nl or carnut@kpnmail.nl.

INFORMATION WANTED

I am trying to determine if your club has an opinion on the availability of the 289-4V in the 1966 Falcon, perhaps late in the year. None of the sale literature mentions the option, but the Ford master parts catalogs indicate it was offered. Perhaps someone in your club might be able to shed some light on the subject, or check car data (if collected) for an A-code 1966 Falcon. Bob Mannel, bobmannel@charter.net. OH.

I recently purchased a neutral safety switch for my 1965 Falcon Sedan Delivery. The problem is I cannot find any info on installation of this product. Can anyone provide information? Do I need to remove the entire steering column? Ed Jackson, eddebrns@gmail.com, MI.

I have decided I would like to add a protecto top or tonneau to my 1962 Ranchero. I would like to ask the membership if anyone knows of a place to purchase a new or old tonneau (preferred) or a new or old topper? Randy Entzminger, 701-742-3245 or rentzmin@drtel.net. ND.

PASSWORD

Access the technical articles on the FCA website with this password: FCAmemberIGS.



2013 Tulsa Nationals Class Awards

—Continued from page 13

Class DD: 1960-1967 Utilities



1st Place

Garry Leanhart, 1965 Ranchero



CW

Gary Brubaker, 1965 Ranchero

Robert Will, CW — NPA

Monique Bruner, CW — NPA

Pete Eek, CW — NPA

Class FF: 1963-1965 Hardtop Modified



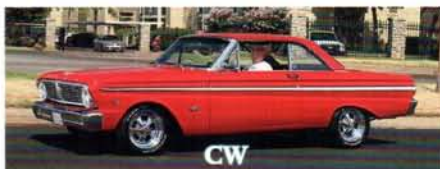
1st Place

Tim Sutherland, 1963 Retractable Hardtop



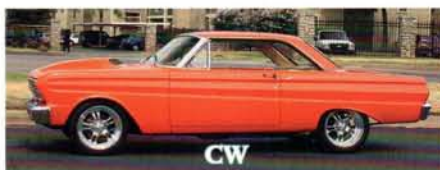
CW

Jack Ellis, 1965 Hardtop



CW

James Guthrie, 1965 Hardtop



CW

Bill Poole, 1965 Hardtop
Chuck Altmann, CW — NPA

Class F: 1964 Hardtop



1st Place

Jerry Benjamin, 1964 Hardtop

Mike Eaves, CW — NPA



CW

Tom Lauppe, 1964 Hardtop

Class BB: 1963-1965 Hardtop Light Modified



1st Place

Jim Hatcher, 1965 Hardtop



CW

Jim Clements, 1965 Hardtop



CW

Vernon Dinsmore, 1965 Hardtop

Earl Aldridge, CW — NPA

Monique Bruner, CW — NPA

Class H: 1963 Convertible



1st Place

Rick Bowes, 1963 Convertible



CW

Phillip Nelson, 1963 Convertible

Jeff Schlink, CW — NPA

Class CC: 1963-1965 Convertible Light Modified



CW

Mike Sigler, 1963 Convertible



CW

David Hodge, 1964 Convertible



CW

Dave Wagner, 1965 Convertible

Glen Ridgeway, 1st Place — NPA

Lee Bennett, CW — NPA

Class Y: 1960-1967 Utilities



1st Place

Arron Van Orsdol, Army Econoline



CW

Tyler Westbrooks, 1961 Wagon

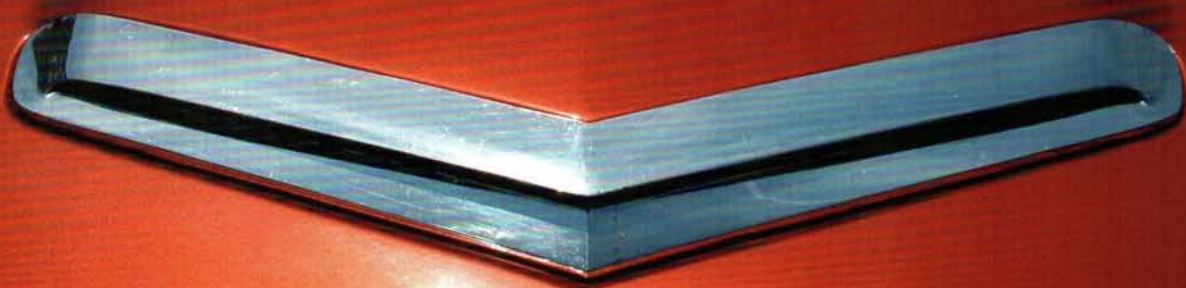
Jim Simmons, CW — NPA

—Continued on page 20

The National Falcon News

2014 FCA National Meet

The 2014 Annual FCA Convention will be held in the Kansas City area. The Mid America Chapter is working hard to put all the details together so FCA members can make the most of everything there is to see and do. Look for more information in the February issue and a registration form coming soon!



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Scot Thayer: FCA Roving Correspondent

Rodney and Justin Smith

Like Father...Like Son

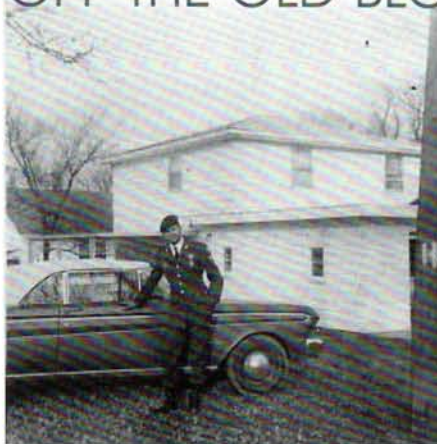
CHIP OFF THE OLD BLOCK...

We've all heard the terms "like father, like son," "a chip off the old block" and "the apple doesn't fall far from the tree." A clear example of these phrases becomes evident after a short visit with Rodney and Justin Smith.

Rodney Smith was brought up in Kewanee, Illinois, approximately 150 miles west of Chicago. After a three year stint as an Army Green Beret—wow!—and college, Rodney located to Minneapolis in 1972.

He worked as a school teacher from 1972 until 1981, when he decided to break out on his own. He started up a business of renting computer equipment to individuals and companies primarily in support of trade shows, seminars, and the like. Rodney sold a majority stake of his successful business several years ago and still stays busy to this day, while considering retiring at some point.

He is the proud father of three kids—older son Josh, daughter Erin, and younger son Justin.

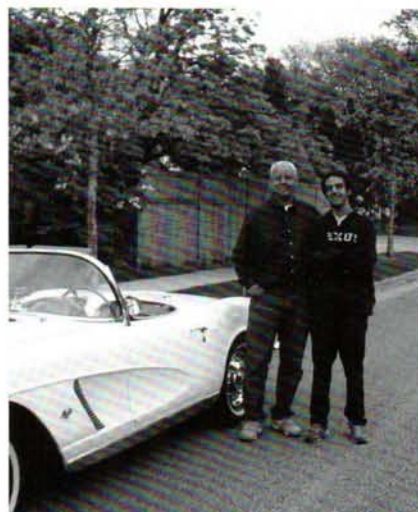


Above: Rodney's first Falcon, Rodney, Justin and Corvette, today's Sprint

Rodney's son Justin is a certified auto mechanic. He received training at Dunwoody Institute. He works on all aspects electrical and mechanical except for bodywork, and his specialty is Toyota. He is currently employed by Alexander's Import Auto Repair and

is considering parlaying his technical skills into other fields. Like father, like son, Justin will do well!

Justin is one outstanding kid, currently working on two major automotive projects, in addition to helping his dad. One of these projects is a 1992 Lexus LS400. He paid only \$400 for this car, and has retrofitted it with a turbocharger—amazing! The other is a 1989 Toyota 4 x 4 pickup, currently in process.



Justin has replaced the original engine, transmission, and cooling system with a 1993 Chevy 350 and 4L60E automatic overdrive transmission and a rear mounted radiator. He added Chevy rear leaf springs, and moved

the Toyota leaf springs up front, along with a Toyota E-Locker front axle. He is currently ironing out the computer and electrical details, working with many electrical diagrams from GM and Toyota. His goal is to have a powerful and fun off-road truck without concern

—Continued on page 18

Scot Thayer: FCA Roving Correspondent

Rodney and Justin Smith

—Continued from page 17

for keeping the body panels immaculate.

Rodney's love for the Ford Falcon dates back to 1964. He was car shopping in March of 1964, and ran across a slightly used '64 Sprint convertible with a white top that he picked up for \$2300. It was outfitted with many a young man's dream at that time—a 260 V8 and a four speed with dual exhaust.

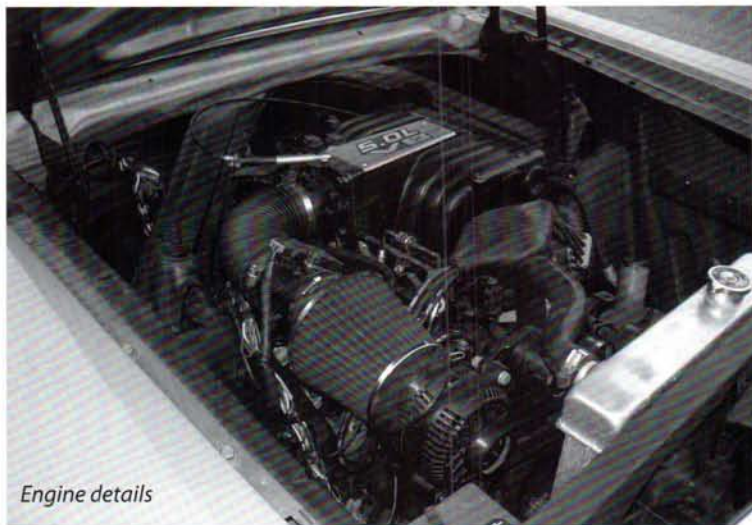
Rodney speaks fondly of that car, saying it was super fun to drive. He used it while stationed at Fort Bragg, North Carolina, raising money for gas by selling taxi rides to his buddies on base. A downside to this story is that while Rodney was gone defending his country, his brother beat the daylights out of the Falcon doing street drag racing. After that, Rodney traded the Falcon for a brand new 1969 Nova muscle car. He says the Nova was nice, but not as much fun as the Falcon.

As is typical with many of us, career and family became priority for Rodney, but he never gave up his love for fun cars. His opportunity for owning another fun car came in 1996, when he picked up a beautiful white and red 1962 Corvette outfitted with 327 and four speed. Misfortune came a few years ago when son Josh was involved in an accident with the Vette, but after some time and care it's as good as new today. Rodney planned on taking the Vette on the Hot Rod Magazine Power Tour late this spring. His leg of the tour ran from Muskegon, Michigan to St. Louis. Sounds like fun!

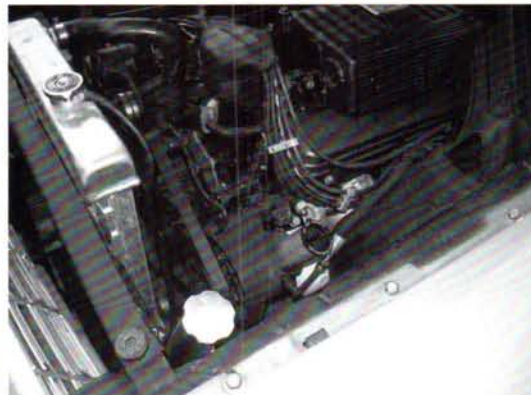
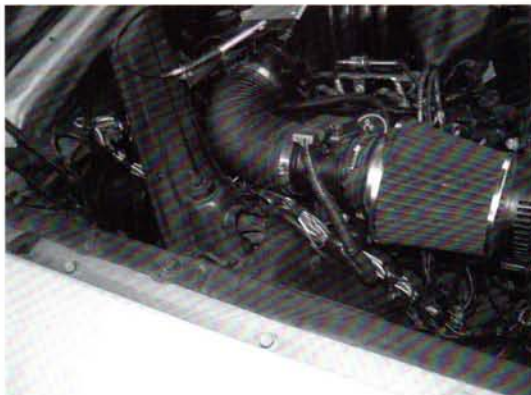
Rodney and Justin acquired their current



Justin with one of his ongoing projects

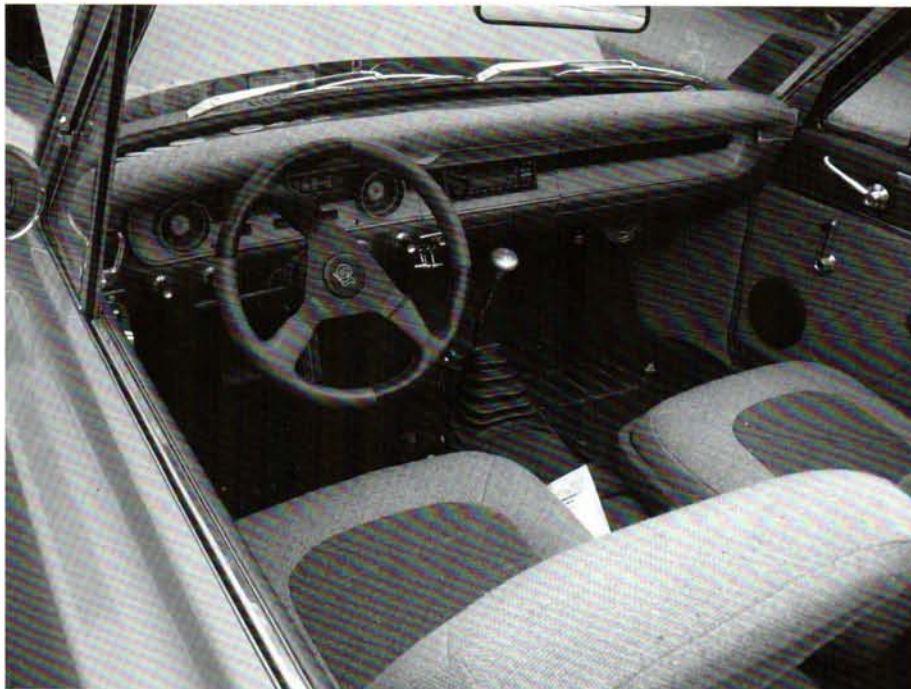


Engine details



Like Father...Like Son

CHIP OFF THE OLD BLOCK...



Rodney's "current" Falcon, a 1964 convertible is constantly undergoing renovation. A "surprise" C4 three speed automatic transmission and a new 1979 302 V8 keep it moving.



Falcon five years ago; it was advertised in the MSRA Line Chaser. The car was located in Fort Dodge, Kansas. It's a 1964 convertible with a straight and solid body in medium blue. The car was outfitted with an oil burning 289 along with what they thought was a two speed automatic, power steering, and a custom tweed interior, as well as after-market front disc brakes. Rodney had the transmission rebuilt, at which point it was discovered that it was actually a C-4 three speed automatic that hadn't been shifting properly—nice discovery. Justin rebuilt a 1979 302 V8 for the car, but unfortunately a bent piston ring ruined one of the cylinders and put the engine out of commission. The search was on for an upgrade.

Rodney and Justin located a 1988 5.0 engine along with computer and miscellaneous parts for \$150. Justin did some research and was able to put together a great combination of 1996 Ford Explorer GT40 heads and newer injectors, intake manifold and other parts, all gathered at great salvage yard prices. Cooling needed an upgrade, so they fitted the car with an aluminum radiator with electric fan. Newer style alternator and power steering pump are driven by a serpentine belt, and the original power steering ram has been rebuilt. Justin used his technical skills to fabricate his own wiring harness for the car. All of this work adds up to a very nice running, dependable and fun-to-drive car. Well done, guys! Plans for the car include upgrading to Chrysler Sebring seats and Justin planned to clean up the wiring harness visually.

—Continued on page 20

More Winners

No Photo Available (NPA)

—Continued from page 16

Class W: 1963-1965 Hardtop Diamond in the Rough

Dean Burrus, 1st Place

Class M: 1966-1970 Station Wagon

Greg Warren, 1st Place

Class V: 1960-1970½ Diamond in the Rough

Merl Hayn, 1st Place

Steve Hammer, CW

Chuck Thudium, CW

Class N: 1960-1963 Ranchero

Arnie Morgison, 1st Place

Class L: 1960-1965 Station Wagon

Cliff McKay, 1st Place

Class Q: 1961-1967 Sedan Delivery/Van

Bart Ott, 1st Place

Scot Thayer: FCA Roving Correspondent Rodney and Justin Smith

—Continued from page 19

Rodney and Justin's projects attract a lot of positive attention from the neighborhood. In the short amount of time that I spent with them, three or four neighbors stopped by for some friendly banter and fun.

Thanks for the interview and visit, Rodney and Justin! It was a great time—see you at future club events!

—Scot Thayer (FCA #5509)
Hugo, Minnesota

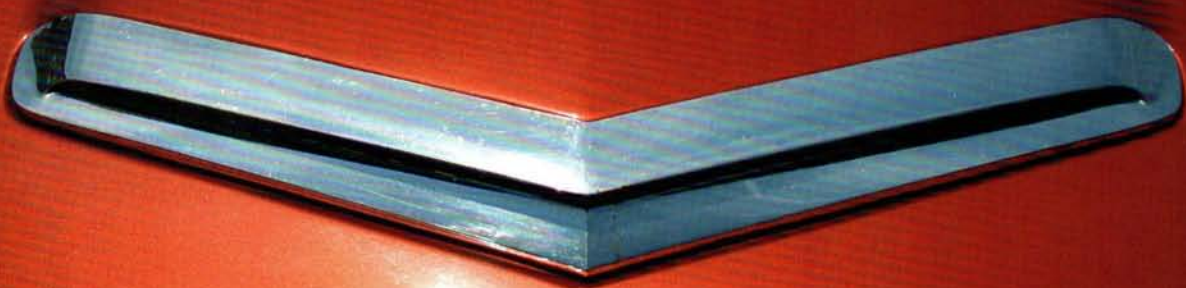


*Roving Correspondent
Scot Thayer (FCA #5509)
lives in Hugo Minnesota.
His interviews with
Falcon owners appear
occasionally in The
National Falcon News.
Look for more of his
stories in future issues.*



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Alamo Chapter
San Antonio, TX
 2nd Sun. monthly
 Pig Stand, 1508 Bdwy.
 San Antonio, TX
 210-626-2050

Arizona Chapter
Phoenix, AZ
 2nd Sat. except June,
 July, Aug. at Berge Ford
 460 E. Auto Center Dr.
 Mesa, AZ
 480-888-0589

Bluegrass Chapter
Louisville, KY
 2nd Sat. every 3 months
 4:30 PM
 Mark's Feed Store
 6501 Bardstown Rd.
 Fern Creek, KY
 502-290-8716

Blue Ridge Chapter
South Carolina
 3rd Sun. monthly
 Greer, SC
 864-879-1060

Capital City Chapter
Austin, TX
 3rd Sat. monthly, 4:00 PM
 512-670-0544

Carolinas Chapter
Charlotte, NC
 1st Mon. 7 PM
 Holiday Inn Express
 2491 Wonder Dr.
 Exit 60: I-85
 Kannapolis, N.C.
 704-736-1920

Central California
Falcons
Bakersfield, CA
 1st Tue. 6:30 PM
 Marcia's house
 5304 Southshore
 661-587-8539

Columbia River Chapter
Vancouver, WA
 1st Thurs. monthly
 7:30 PM, March–Nov.
 Benny's Rod & Custom
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 4219 NE St. Johns Rd.
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2126 S. Sherman Dr.
Indianapolis
317-418-8301

Lone Star Chapter Mt. Pleasant, TX

3rd Sun. monthly
903-572-9593

Metro Detroit Chapter Detroit, MI

1st Sun. bimonthly
Holiday Inn Southgate
17201 Northline Road
Southgate, MI
313-382-2993

Mid America Chapter Kansas City

1st Fri. monthly
913-592-3571

Mile Hi Chapter Denver, CO

3rd Fri. monthly
303-857-9360

Music City Chapter Nashville, TN

Monthly Meetings
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615-452-0321

Northeast Chapter New England

3rd Sat. monthly
northeastfalconchapter.
com
401-823-1059

Northland Chapter Minneapolis, MN

2nd Sun. odd months
651-458-1707
northland-falcons.com

Rainier Chapter Seattle, WA

3rd Wed. monthly
except Dec. & Feb. Varied.
RainierFalcons.com
206-290-3093

River City Chapter Sacramento, CA.

2nd. Sat. even months
12:00 PM
Round Table Pizza
1566 Howe Ave
Sacramento, CA
209-957-0974

So-Cal Falcons Pasadena, CA

2nd Sat. bi-monthly
805-583-4403

Sooner Falcons Oklahoma City

3rd Sat. monthly
405-820-4808

Sonoma County Santa Rosa, CA

1st Thurs. monthly
707-539-2860

Southeast Chapter Georgia

1st Sun. monthly
770-887-6268

Space City Chapter Houston, TX

2nd Sat. monthly, 6:00 PM
Prince's Drive-In
I-45 & Fuqua
713-703-5110

Star City Falcon Club Roanoke, VA

Monthly meetings
Call for date/location.
540-254-1515

Third Coast Chapter Houston, TX

3rd Sat. even months
5:30 PM
Valley Ranch BBQ
22548 SH 249
Spring Cypress
281-467-4607

Virginia Falcons Richmond, VA

2nd Sun. even months
804-739-1615

Wheat State Chapter Wichita, KS

2nd Sat. even months
316-838-7487

Wild West Falcons Chapter

Western Colorado
Meetings quarterly
Call Ted for details
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1960-1970 FALCON

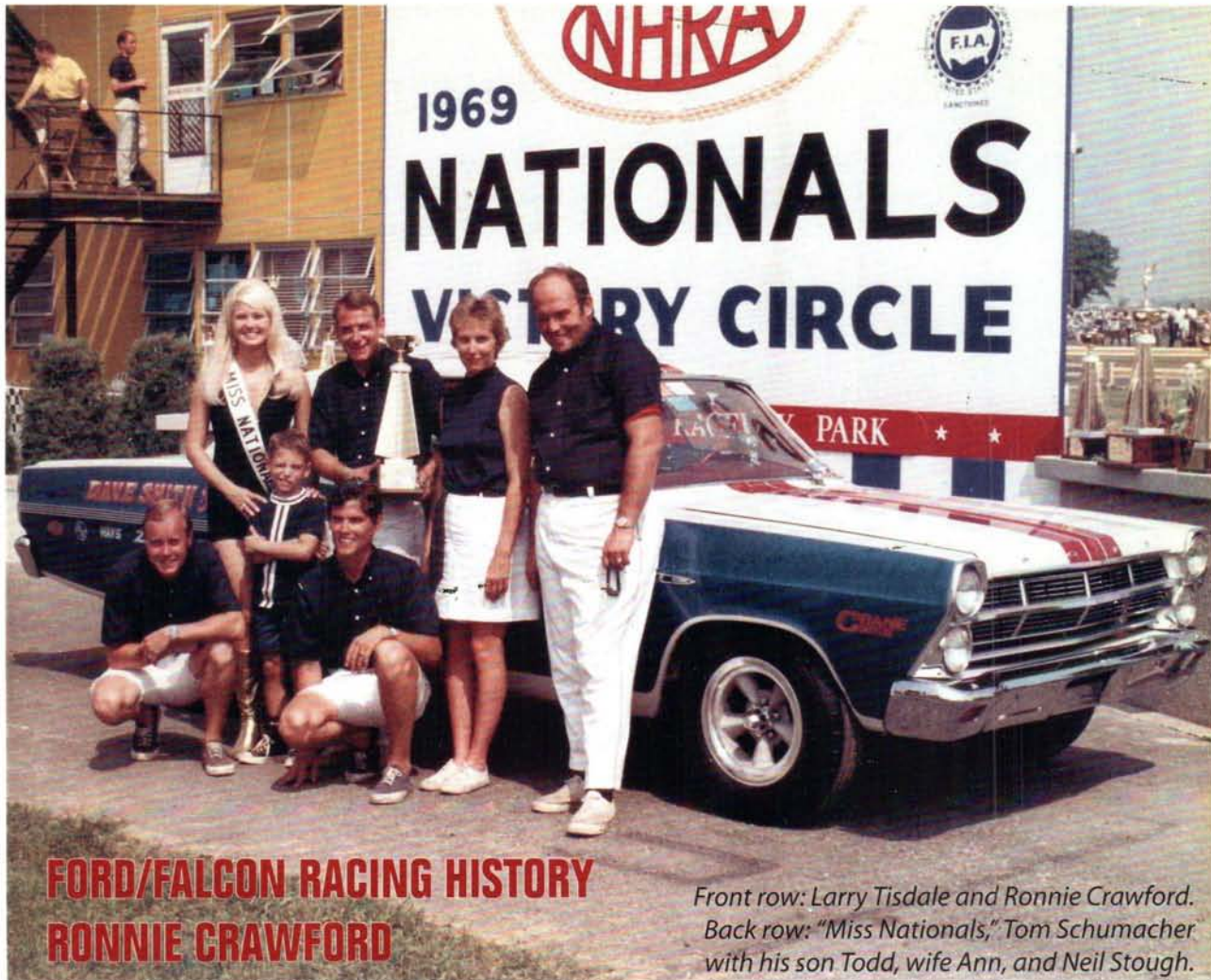
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FORD/FALCON RACING HISTORY RONNIE CRAWFORD

*Front row: Larry Tisdale and Ronnie Crawford.
Back row: "Miss Nationals," Tom Schumacher
with his son Todd, wife Ann, and Neil Stough.*

—Continued from page 4

Stock, in a 1963 Hi-Po 289, Fairlane sedan with a four speed.

Les's "Lil Red" Falcon was memorable and fast. Les was the master of the Ford guys. We were on the phone with him a lot. He was a living legend. We all looked up to him.

Most people know the Performance Associates logo, but many don't know Les, the man behind that Ford racing dynasty. He was brilliant and always very helpful to us as we were coming up through the ranks. Les first broke out in the national spotlight with his 1957 Ranchero, a supercharged 312. He was the first NHRA car, in stock class, to go 100 MPH in the quarter mile.

One Monday morning in the spring of 1966, I picked up the morning paper, before heading to my eight o'clock class at Ohio State, went straight to the sports page, and saw a small paragraph "Drag Racer Killed." It started out, "California

drag racer Les Ritchey was killed while testing his car yesterday." It stated that he was ejected from the car. I immediately wondered how that could happen.

He and Gas Ronda were testing their new 427 Cammer, fiberglass Mustangs. It was a sad time. Gas Ronda immediately retired from racing, but that didn't last long. The next big NHRA National event after his death was the 1966 Spring Nationals at Bristol, Tennessee. There was a Ford executive walking the Ford pits, inspecting and making sure that all of the Ford factory Mustangs were equipped with the new to them, "crotch belt." It made it a five point harness.

Les, since he was just testing, either didn't use his harness, or somehow came out of the bottom of his harness. Ford mandated that all of those cars must have the new crotch strap or they would be barred from racing these cars. Ford had quite a strong grip on the racers at that point. They didn't want to lose any

more. The Ford exec was handing out letters, printed on the Ford letterhead, stating such. I read the letter personally.

It was a great time to be drag racing. We had no idea that it would be the time frame that everyone would look back on as "The Factory Wars." I attended all of the NHRA Nationals from 1963 through 1970. We raced for the famous Rod Shop team out of Columbus, Ohio—many great memories, let me know. I can remember those stories better that I can remember what I had for lunch yesterday.

There is a great book out, *Junior Stock: Drag Racing The Family Sedan* by Doug Boyce. It documents all of the years from 1964–1971. Check it out.

—Ronnie Crawford (FCA #4790)
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